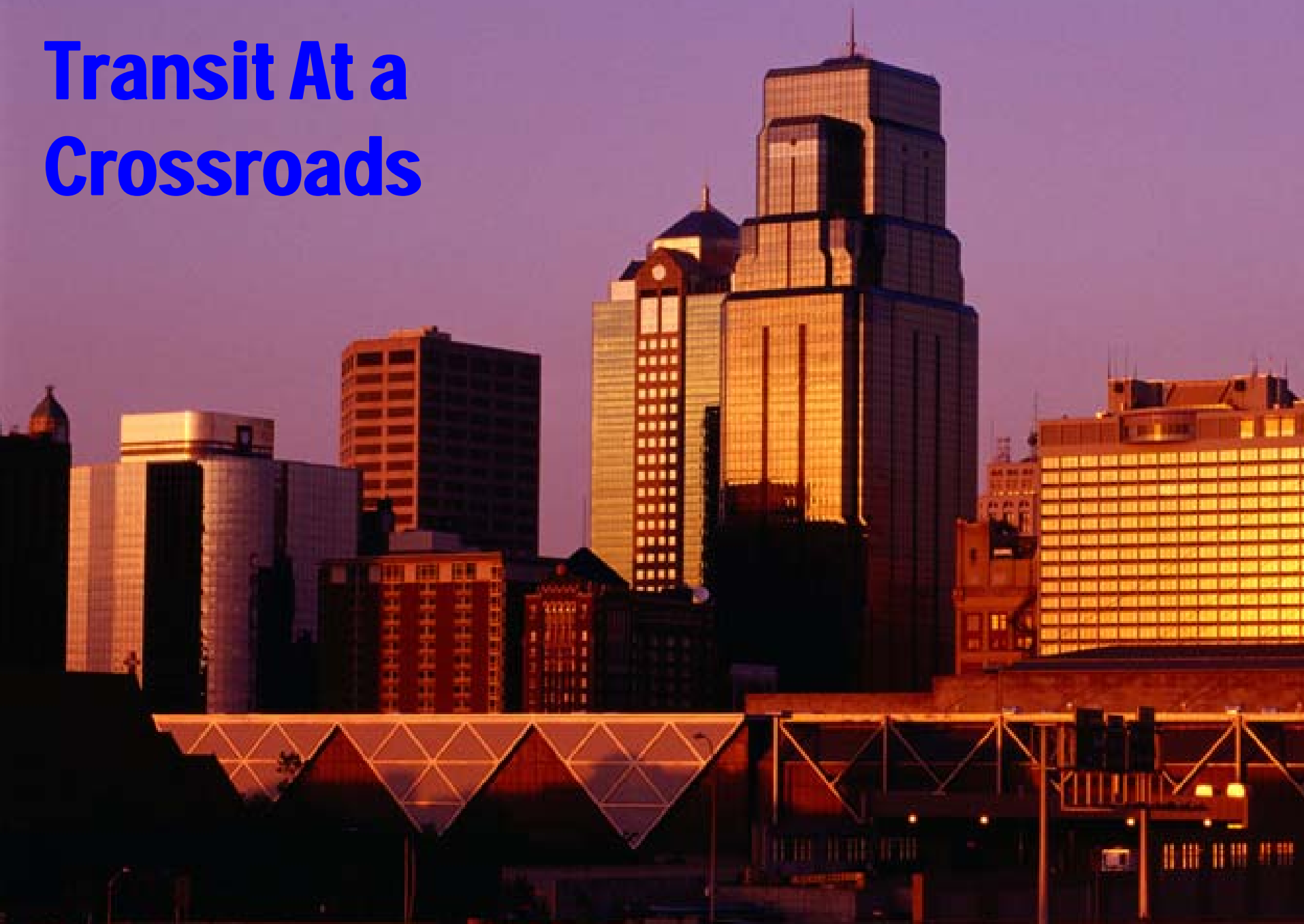


# Transit At a Crossroads



# **Moving More People to More Places**

Public transit is vital for any regional community that wants to guarantee economic opportunity and growth, cultural vitality, and varied choices of places to live, work, shop, learn, worship and play.

# Funding Remains No. 1 Barrier

- Smart Moves requires strong transit spine –  
The Metro
- Not possible without new revenue
- Transit under-funded at all levels

# Transit Investment Per Capita

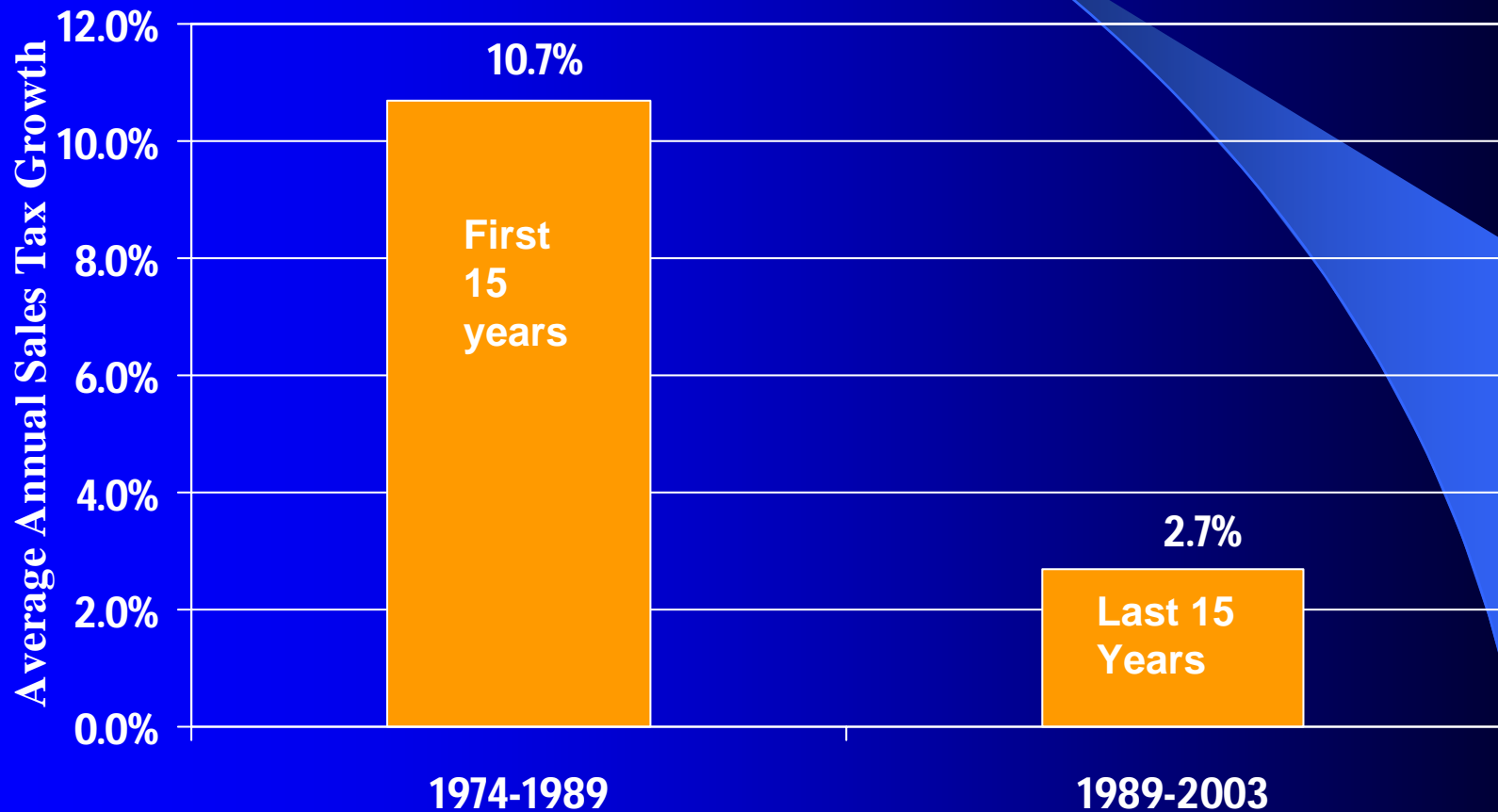
<b>Metropolitan Area (*Multiple Providers)</b>	<b>Population</b>	<b>Operating Budget (Millions)</b>	<b>Per Capita (Dollars)</b>
Portland	2,112,802	\$227.62	\$107.73
Denver	2,318,355	\$232.43	\$100.26
Cleveland*	2,908,439	\$233.06	\$80.13
Salt Lake City	1,247,554	\$95.8	\$76.79
Milwaukee-Racine	1,636,572	\$124.45	\$76.04
Dallas-Fort Worth*	4,683,013	\$320.68	\$68.47
Minneapolis-St. Paul	2,792,137	\$169.60	\$60.74
St. Louis*	2,558,806	\$150.07	\$58.65
Columbus, OH	1,460,242	\$62.46	\$42.77
Cincinnati-Hamilton*	1,934,145	\$80.76	\$41.75
Jacksonville, FL	1,034,604	\$36.07	\$34.86
<b>Kansas City*</b>	<b>1,709,273</b>	<b>\$57.31</b>	<b>\$33.52</b>
Memphis	1,083,186	\$33.8	\$31.20
Des Moines	429,717	\$10.99	\$25.57
Omaha	687,454	\$15.4	\$22.40

Source: 2000 National Transit Database

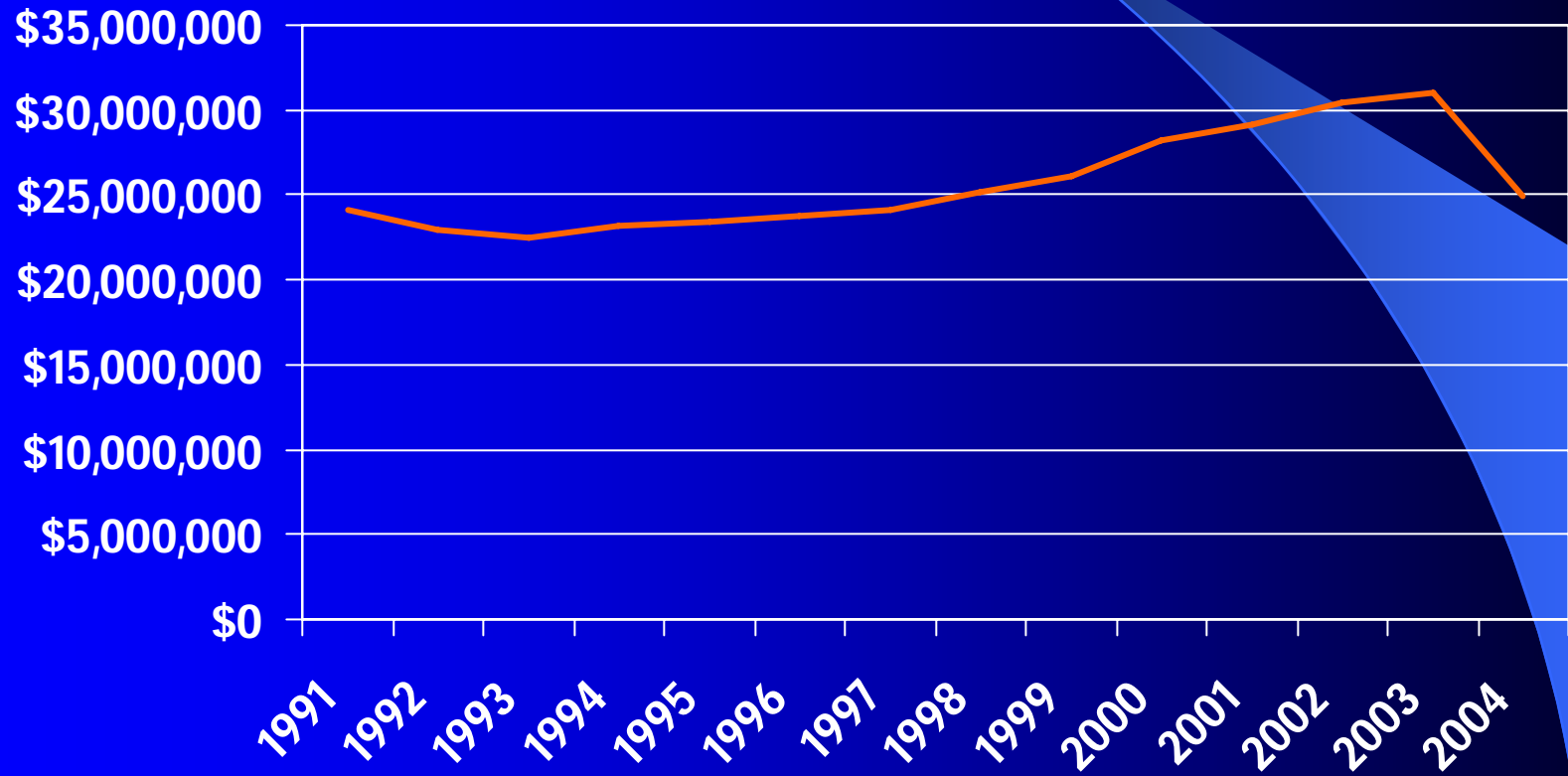
# Existing Funding Inadequate

- Kansas City, Mo. provides 94% of all ATA's local transit funding
- 1/2-cent transportation sales tax
- No change in more than 3 decades
- Only 11 out of 100+ local governments fund transit

# Historical Kansas City Sales Tax Growth



# KCMO Transit Funding

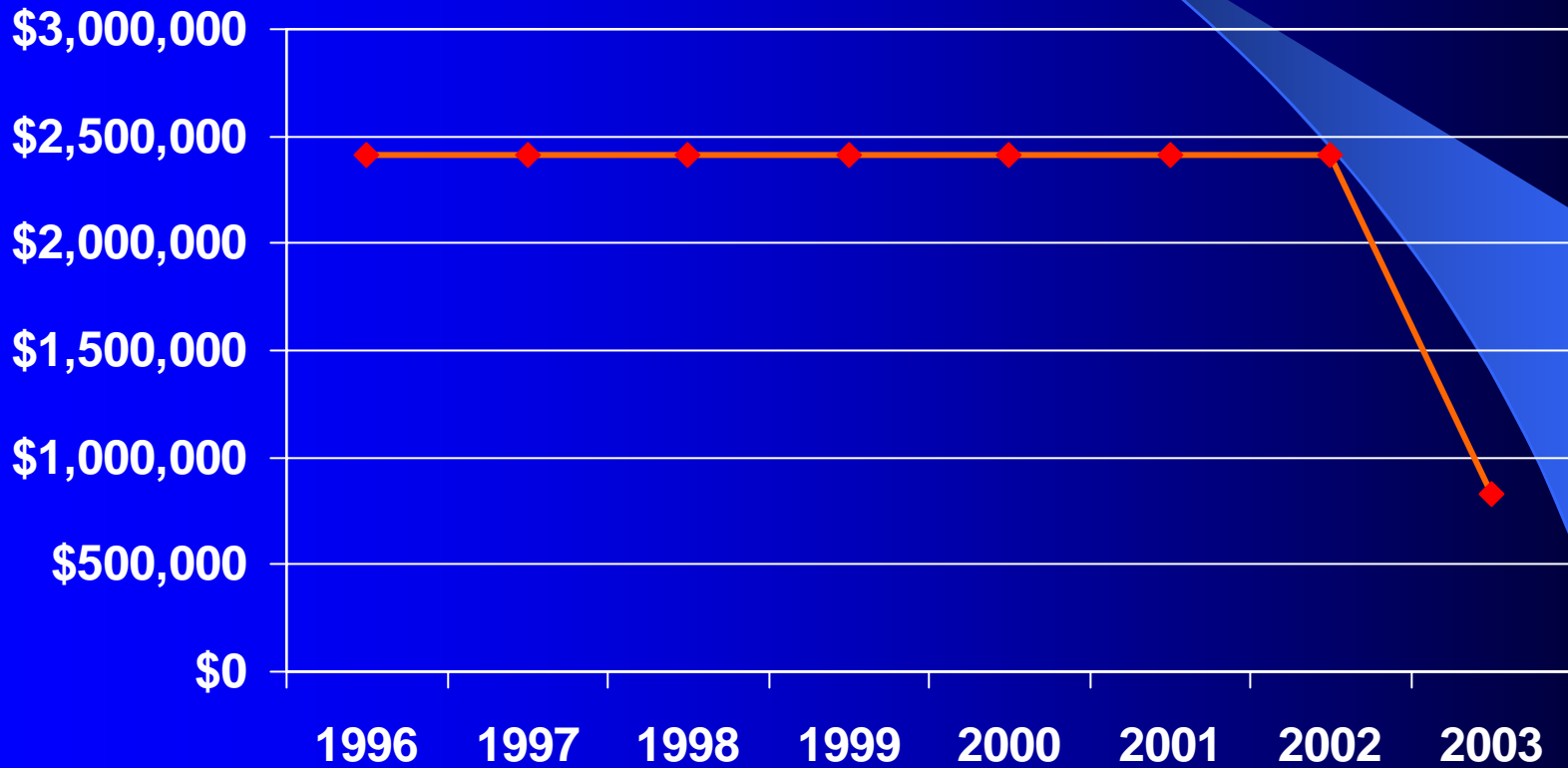


# State Funding

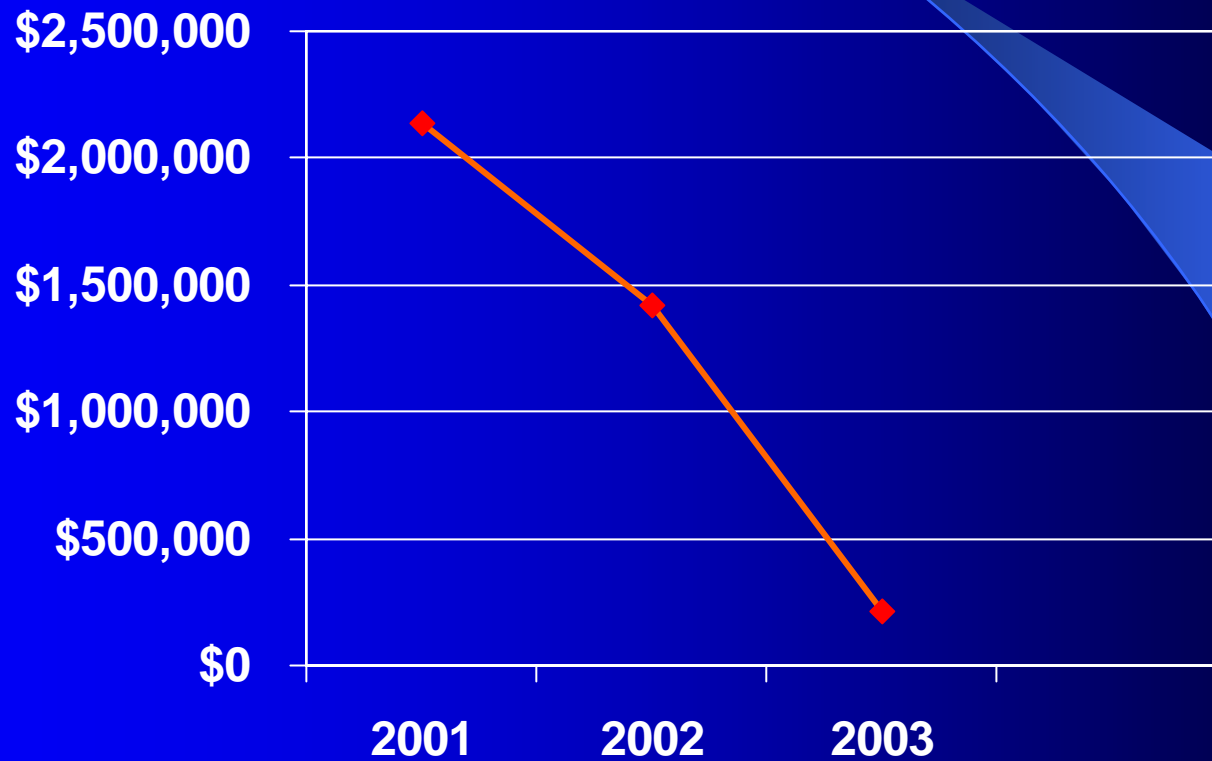
- The State of Missouri provides 2% of budget - \$835,000
- Compares to 22% nationwide



# Historical State Funding



# Federal Funding For Service



# Capital Improvements



Improved performance

Improved awareness

Improved information

# Narrowing the Gap

- Service cuts in 2002 and 2003 – include layoffs
- 6% of service cut – reduced budget 10.5%
- Prop B fails in August 2002 - would have generated \$12 million
- Negotiated contract extension with union – employees go 28 months without increase
- 2003 expenses already 6.2% under budget

# Shortfall Is Imminent

- KCATA facing a \$12 million shortfall in 2004
- Without additional revenue, drastic cuts in Metro service will occur

# 2004 Budget Impact

- **Severe Reductions**

- 20–25% of service in KCMO

- **Program Eliminations**

- Chiefs and Royals Express
- Non-ADA elderly and disabled service
- Fare assistance program
- Swing Shift

- **Fare Restructuring**

# Impact of Service Reduction

- System becomes largely urban core, Monday through Friday
- Minimal night and weekend service
- Elimination of Sunday service
- Limited downtown express service
- Frequency decreased on nearly all routes
- Wholesale route elimination

# Impact of Service Reduction

- 2 million fewer trips will be made
- 65 fewer peak hour buses
- Transit peers become Omaha, Akron, Toledo, Dayton, Albany and El Paso



# Long-term Impacts

- Hurts job growth & economic development
- Reduces cost-effective means of commuting  
Makes Kansas City less attractive place to retain, relocate or expand business
- Greatly reduces opportunities for building regional transit in the future
- Will add to congestion and air pollution

# There Is a Solution

- 3/8-cent sales tax on November ballot
- Levied only in Kansas City, Mo.
- 5-year sunset allows time to pursue regional funding
- Preserves current service
- Provides modest expansion

# Support Growing

- Endorsements received
  - AFL-CIO
  - Teamsters
  - Firefighters
  - Downtown Council
  - Convention & Visitors Bureau
  - League of Women Voters
  - Acorn
  - Mayor's Committee on People with Disabilities
  - Sierra Club
  - Regional Transit Alliance

# More to Come

- Concerned Clergy
- Citizens Association
- Economic Development Council
- The Chamber of Greater Kansas City
- Freedom Inc.
- NAACP
- Civic Council
- Platte and Clay County EDC